

Exhibit 8

Rockville's Pike Plan

Comments from Anne Goodman, 1109 Claggett Dr., Rockville, MD 20851, April 2013

This is a very ambitious plan, and it is always good to have a plan. The plan's authors say it has to manage introduction of 9000 new residents and 4500 new jobs into the area by 2040. That is a lot of people and a lot of cars being added to an area where the traffic is already congested. Despite the good intentions of expecting residents to walk, bike, or use public transportation, people will still want to use their cars, and it remains to be seen whether the plan provisions will be able to address that traffic adequately. How compatible is Rockville's plan with plans to develop the Pike at either end? Incompatibility could impede traffic flow.

Parking/traffic flow

The high density population/cars will have a major impact on parking along the Pike, especially as we have seen recent developments around the Twinbrook Metro Station reducing the number of parking spaces from the number recommended. If there is insufficient parking, people who wish to drive cars to the retail stores in all of these developments may not be able to shop. That will be far from ideal for the retailers.

I hope parking in Rockville does not become like the situation in Bethesda or Washington, D.C. My nephew and his wife from Austin, TX, visited us and a friend of his who lives in Washington, D.C. My nephew and his wife wanted to spend the night with his friend but were told that they would not be able to park anywhere near the friend's home. My nephew and his wife drove to our house, parked there, and took Metro to see the friend for an overnight visit. When parking is tight like that, where are visitors to residents going to park?

Some traffic will spill over into the adjacent neighborhood. I am a Twinbrook resident, and I can see the Edmonston traffic at the intersection of Edmonston Drive and Wade Avenue from my front window. During the nearly 25 years I have lived here, the cut-through traffic on Edmonston Dr., between Rockville Pike and Viers Mill Road has increased markedly. Sometimes the line of traffic at the light at the Pike stretches almost all of the way to Veirs Mill Road. It can take several light changes for people at the end of the line to get to the light. That situation will get worse, and traffic will likely spill over to parallel streets which are narrow and lined with parked cars. Families live in these homes. Whether they should or not, we see children playing and skate-boarding in the street. Not only traffic density, but also concerns about human safety will increase. We see many cars driving on our street, Claggett Drive, which is parallel to Edmonston, that are driving entirely too fast for the conditions.

It appeared that aspects of the boulevard plan were highly dependent on the development of rapid transit vehicle (RTV) system that would operate county-wide, and, presumably be developed by the county. If so, what will be the impact on the plan if the RTV proposal isn't implemented? When is a decision on RTV likely to be made?

Infrastructure

It appears to me that there are severe infrastructure problems that should be addressed before a huge influx of new residents is encouraged into the area. There are 5-6 developments already approved or proposed around the Twinbrook Metro Station. From what I hear, Metro can't handle much more ridership. It is already overcrowded. Friends who catch the train at the Twinbrook Station say they have trouble getting a seat during rush hour. That could be particularly difficult for people with disabilities. Assuming that many of the new residents do take Metro, the situation will become worse.

In addition, Pepco doesn't seem to be doing very well with taking care of its customer load, and water/sewer systems may have trouble, also. Schools are generally overcrowded already and will become more so as the population increases. While I have no children of my own in schools in the area, I am concerned about the potential for weakening the APFO to allow more development. Our local children deserve good and safe schools.

Other impacts on neighborhoods

Building height has been mentioned as a significant issue, particularly on the residents on and near to Lewis Ave near the Metro station. Noise is likely to be an issue also, as is increased pollution from increased traffic. Foot traffic in the neighborhood is likely to increase which may have implications for safety.

Parks and open space

Increasing parks and open space is a wonderful intention. However, the Plan document says that funds for parks and open space have been removed from the CIP budget. How likely is it that the funding be replaced in the foreseeable future?

We encourage the Planning Commission to encourage developers to landscape with native plants to the extent possible and to use sustainable garden practices. Having native green space at multiple sites in the Plan area will improve our natural ecosystem and provide "corridors" through which migrating creatures may travel. If there is green space but the space is heavily treated with pesticides and herbicides, green space advantages will be reduced, if not eliminated. Native plants can be used to attract wildlife like bees, butterflies and birds but they if they are treated heavily treated with pesticides and herbicides, the wildlife will be compromised and possibly, killed. The scenario has been called "attract and destroy."

Retail

Rent is likely to be higher in new buildings than it has been on the Pike. This may drive some small businesses frequented by neighborhood residents away. If the residents still wished to frequent those businesses, they would have to drive, bike, take public transportation, or carpool to a new, presumably

more distant, location. My prediction is that most folks would drive, which would further increase traffic and pollution.

Drivers' confusion

The boulevard plan may cause confusion with drivers who are unfamiliar with the concept. It appears that drivers in local lanes may have a hard time getting to a facility on the opposite side of the street. If option 1 (Figure 4.7) were chosen, drivers could only turn right. It looks like they might be required to drive several extra blocks to get in position to cross the Pike to the opposite side. Furthermore, it isn't clear to me in either option how cars in the access lane could get to the main roadway. It also appears that both options may be used depending on the intersection, so the allowed turns may differ at different intersections. These inconsistencies and difficulties might be particularly confusing and inconvenient for visitors to the area.

Inconvenience caused by construction

I would like to hear more information about how traffic will be managed during construction of the boulevard. What will the logistics be? How long will various aspects take to complete? What kind of buy-in has this plan received from the County? How will this be coordinated at the ends of the Pike with the existing roads, if they are still there? A nightmare scenario is that different sections of the Pike will be renovated at different times, potentially interrupting traffic for many years.

E. Jefferson Street extension

The East Jefferson Street extension would take some Woodmont property. How does the country club feel about that?

Lewis Ave

Is there any possibility that Lewis Ave will be extended to Twinbrook Parkway? If something like that were to happen, would Lewis Ave. be widened? How might property to support widening be obtained? Would eminent domain be used?

Special taxing districts

What are "special taxing districts" (page 91)? Does that imply that designated groups of people will be taxed for particular aspects of the plan? Under what circumstances would "special taxing districts" be defined and by what process would they be created? What kinds of development would they support? The potential may be to tax a designated group of people for something that is used by others as much as it is by the special group or something that provides them no advantage or that they don't want? What is fair about that? Why should a designated group be required to pay for something that others use?

Incentives

The City should consider developing and implementing a plan to provide incentives for individuals to use alternative forms of travel – other than individual cars - when traveling in the area.

Closing

While I applaud the fact that there is a plan, I am very concerned about several issues. One is the extent of development allowed under the plan and its potential effect on the quality of life and safety in the Twinbrook and surrounding neighborhoods. A second is the capacity of our existing infrastructure to support the level of growth described in the plan. A third is disruption of traffic by construction. A fourth is the potential to lose many small business retail establishments currently on the Pike, some of which might not be able to afford the new retail space. A fifth is that the area may become so high-end that the diversity that is the Twinbrook neighborhood will be lost when real estate prices rise.

Thank you for the opportunity to comment.